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THIS IS UNEVALUATED INFORMATION

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The following airfields have been built by Soviet occupation forces in the Soviet Zone of Germany since 1945:

(A) KÖTHEN Airfield (51°43'N - 11°58'E): A concrete runway was constructed here in 1949. This runway lies in an east-west direction. Its length is about 1200 - 1400 meters and it is between 120 and 200 meters wide. This runway is made of separate concrete slabs each measuring approximately 5 meters by 5 meters. 25X1

CLASSIFICATION SECRET

DISTRIBUTION

25 YEAR RE-REVIEW

USAF review completed.

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(B) DESSAU Airfield (51°50'N - 12°12'E): The construction of a concrete runway was completed at this airfield near the end of 1949 or the beginning of 1950. The approximate dimensions are 1300 - 1500 meters in length and 120-240 meters in width.

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(C) BRIEST Airfield (BRANDENBURG BRIEST) (52°26'N - 12°27'E): A new concrete runway was built here in 1949. The approximate dimensions are 2000 - 2400 meters in length and 200 - 300 meters in width. It is made up of separate concrete slabs each measuring about 5 meters by 5 meters. This runway runs in a south-north direction.

(D) FINOW Airfield (52°49'N - 13°42'E): On this airfield the existing runway was patched up and enlarged. The patching-up of the old section was completed in August 1949, and the construction of the new section was completed in November 1949. With the enlargement, this runway is now about 2000 - 2500 meters long and 200 - 220 meters wide. It is made up of separate concrete slabs each measuring about 5 meters by 5 meters; there is approximately 2.5 - 3 centimeters space between these slabs. This runway runs in an east-west direction.

(E) NEUBRANDENBURG Airfield (53°36'N - 13°19'E):

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Early in 1950 a new concrete runway was under construction at Neubrandenburg Airfield; it was scheduled for completion by June of that year. the runway under construction had the following dimensions: length, 1500 - 1800 meters; width, 180 - 200 meters.

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(F) WITTSTOCK Airfield (53°12'N - 12°31'E): In March 1950 construction was begun on this airfield for the purpose of lengthening the concrete runway. the plan was to increase the length of the runway to about 2000 - 2200 meters; the width of the runway was to remain approximately the same, 150 - 180 meters. The orientation of the runway is roughly north-south.

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(G) ORANIENBURG Airfield (52°44'N - 13°13'E): During the latter half of 1949 the runway at Oranienburg Airfield was patched up. In 1950 it was decided to replace the old runway with a new one, because the old concrete surface did not stand up well under usage by jet aircraft.

In addition to the runway construction projects on the above-mentioned airfields, plans to construct new concrete runways at FURSTENWALDE (52°23 N - 14°06'E); STENDAL (52°38'N - 11°50'E); and GARDELEGEN (52°32'N - 11°26'E). There were other runway construction projects

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Note: The dimensions of these runways appear to be of excessive width. However, they are so designed to facilitate eight aircraft taking off at once. A regiment of 48 A/C can get into the air in 2-1/2 minutes from such runways./

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During World War II the SAF used as airfields meadows and fields which had no constructed runways. In order to make these natural earth areas suitable for use by heavy bombers, these fields were rolled down by heavy rollers. In order to solidify the earth in meadows, grass was sown and fertilizer was added to make the grass grow faster. If a field had been sown previously, the ground was rolled but no sowing took place.

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In swampy places, for example around Kallinin, runways and taxi strips were built using twigs and logs and placing earth over them. Then the earth was rolled and something else was added to the earth.

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In a similar manner, metal plates, measuring approximately 10 meters in length and about 1.5 - 2 meters in width, were used. These plates were put together in a manner to form a runway. In some cases (in damp and swampy areas) these plates were also used for the construction of parking places for aircraft. At other times, temporary runways were built in damp and swampy areas by using boards. These boards were up to 10 meters in length, from 30 - 40 centimeters in width and 5 or more centimeters in thickness and were nailed together in sections that were about 5 meters in width and 10 meters in length.

After World War II, only regular concrete runways were used by SAF heavy bombers and jet aircraft. However, in 1950 the high command of the VVS issued a directive to the commanders of jet fighter units, equipped with MIG-15s, to the effect that they were to practice taking off from rolled-earth-type runways if the runways available were hard enough. Only the most experienced pilots were used in this experiment. This directive applied to jet fighters only; this particular directive did not authorize jet bombers to engage in the practice.

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this particular battalion was first sent from Moscow to some other airfield in East Germany or Poland. It was ordered by Moscow to proceed to Brandenburg/Briest upon completion of work at this other airfield.

Some old runways, such as the one at Oranienburg, were constantly being repaired because of the effects of the jet blasts.

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In most cases runway shoulders are grassed. Airfields which are located in areas of sandy desert, or in the waste lands of Central Asia do not have grassed runway shoulders.

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Airfields with concrete runways do not have any grass runways. However, the whole field on both sides of the runway is rolled and grassed so that it can be used for landings in emergencies.

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In winter time, the concrete runways are cleared of snow. When the runway is covered with ice, it is sprinkled with a special powder which softens the ice to the point where it can be cleared off the runway as easily as snow. The grassed runways present a little more of a problem in the winter time because the snow plows cannot be adjusted to clear all of the snow off the runway. Consequently, the snow is partially cleared and the rest is rolled down with heavy rollers.

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Such airfields as mentioned above have various types of facilities, generally depending on the type of aircraft and the size of the unit based there. If there is only one regiment on the airfield, it will be equipped with a regimental PARM. If on the other hand, a division is based there with, say two regiments, then this airfield will be equipped with a divisional PARM and two regimental PARM's.

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During World War II, auxiliary and decoy airfields were built around the regular airfields. This was designed to confuse enemy bomber aircraft. The practice was discontinued after the war. In this connection it is worth noting that during World War II the majority of the SAF airfields were of a temporary nature, rather than of permanent construction.

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no idea whether or not this World War II practice will be followed after the final conversion of the SAF to high performance jet aircraft.

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Although there are no dummy and/or decoy airfields in the Soviet Union at the present time, their value is considered to have been proven during World War II.

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This literature was for the purpose of training officers. It contained complete instructions for building dummy and/or decoy airfields and it explained the reasons for the construction of such fields.

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25X1 should the Soviets decide to start a World War III, they would first set about building many dummy and decoy airfields. On the other hand, if war should start without the USSR having precipitated it, the Soviets will quickly build dummy and decoy airfields as one measure designed to protect the genuine airfields from enemy action.

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The various VVS headquarters always utilize the nearest military airfield available. This practice is designed to prevent the enemy from pin-pointing the location of the headquarters. The distance of the headquarters from the airfield varies from two to eight kilometers, depending on availability of the necessary facilities.

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When the Soviets refer to "underground" hangars, they mean simply hangars that are built underground. 25X1 concerning the types and locations of underground hangars. there are underground hangars in Poznan, Poland.

The purpose of underground hangers is, of course, not only protection from enemy attack, but also to hide from enemy observation the type of underground facilities there and the type of aircraft using these facilities.

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Supplies are brought to the airfields by various means: Railroads, highways, waterways, and airlift. The selection of the means of transportation depends to a large degree on the location of the airfield. When an airfield is located inland, the supplies are brought to the nearest railroad station by train and the remainder of the way by trucks. When, on the other hand, the airfield is located near water, surface vessels bring the supplies to a nearby port where th are picked up by trucks and delivered to the airfield. If transportation is not possible by railroad, water or highway, the supplies are air-lifted.

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In peace time most airfields are constructed by military construction battalions called "Aviation Engineering Battalions". These are composed of military personnel. If a given project is a rush job, some local civilians are hired to expedite the construction. Conscripted labor is used only in time of war.

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in the Far East and in the northern parts of the USSR, that prisoners are used rather extensively in those regions because free labor is not available there.

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The directorate of rear services of the air army involved is responsible for the construction of airfields. However, all plans must be first approved by the VVS high command in Moscow.

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During the actual construction period, the work is closely watched and supervised by the Deputy Commander for rear services of the air army in whose territory a given airfield is being built. This same deputy makes final acceptance of the completed airfield construction.

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Various types of heavy construction machinery are employed in airfield construction, for example: Bulldozers, lifting cranes, various tractors, road rollers, gravel graders and heavy trucks. all this machinery is of Soviet manufacture. The construction battalions always seemed to have an adequate quantity of this machinery.

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In building runways, the concrete is poured into predetermined blocks.

they measure approximately 5 meters by 5 meters.

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There are various reasons why the Soviets may have the outline of an aircraft on an airfield. For example, if such an outline is located at the beginning of a runway, it serves as an indicator of the point where the landing aircraft can touch down on the runway. If, on the other hand, the outline is locates at the end of the runway, it serves to indicate the safe limit of the runway beyond which the pilot must not allow his aircraft to roll after landing. If such an outline is located at the center of the runway, it serves to indicate the direction from which the landing approach has to be made. These out-lines are portable and can be carried from one end of the runway to the other, as the direction of the wind changes thereby necessitating the landing approach from the opposite direction. If an outline of this sort is located on the edge of an airfield, it usually serves as the indicator of a starting point for a practice bombing run. The bombing range is probably located some 15 kilometers from the airfield. Finally, the outline can also serve on the agreed upon orientation point for radar sighting of the target in training aircrews.

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Runways of pierced steel planking are not used in peacetime. The SAF found that runways built of pierced steel planking could not withstand the jet blasts from the MIG-15 aircraft. The jet blast from the MIG-15 aircraft hits the surface a short distance behind the tail pipe; the terrific heat causes the pierced steel planking to buckle or otherwise to deteriorate below the standards necessary for continuous usage.

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[redacted] The only time the avgas fuel tanks are moved with the unit is when the new unit location lacks such tanks. Otherwise these tanks are left behind. 25X1

[redacted] 25X1

Yes, whenever such tanks are found to be in good order and usable, the SAF does use them.

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The SAF never uses tank cars for on-base fuel storage. The fuel is transported to the airfields in rail cars and then emptied into airfield tanks.

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It is desired whenever possible, i e, whenever the railroads are available.

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